Mapping Using NASA's Full-Waveform, Medium/High-Altitude, LVIS Lidar System

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NASA's LVIS Sensor



Nominal

of LVIS

2 km

10 km

operating mode

NASA's LVIS sensor

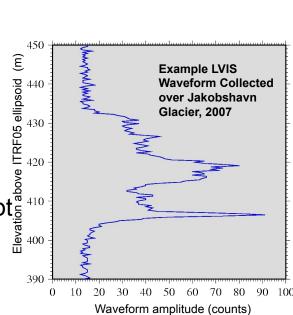
- Medium/high-altitude, waveform-recording lidar.
- Utilizes medium-sized footprints to image topography and surface structure.

Operational since 1997:

- Numerous missions for various investigations.
- Flown in Greenland in 2007, 2009 in NASA's P3-B.

LVIS capability for ICEBridge/Antarctica 2009:

- 2.75 km-wide swath with 20-25 m-wide footprints.
- 3 cm range precision
- 1-2m horizontal geolocation accuracy.
- Contiguous footprints along and across track.
- ★ Tx&Return waveforms (10 bit, 1Gsamp/s) for each shot ¹/₅ 410
- 2 detectors (90/10 split) eliminates saturation effect
- Quicklook data in 1-2 months, final data in <6 months.
- Enough link margin to penetrate through some clouds.





LVIS: High-Altitude Lidar



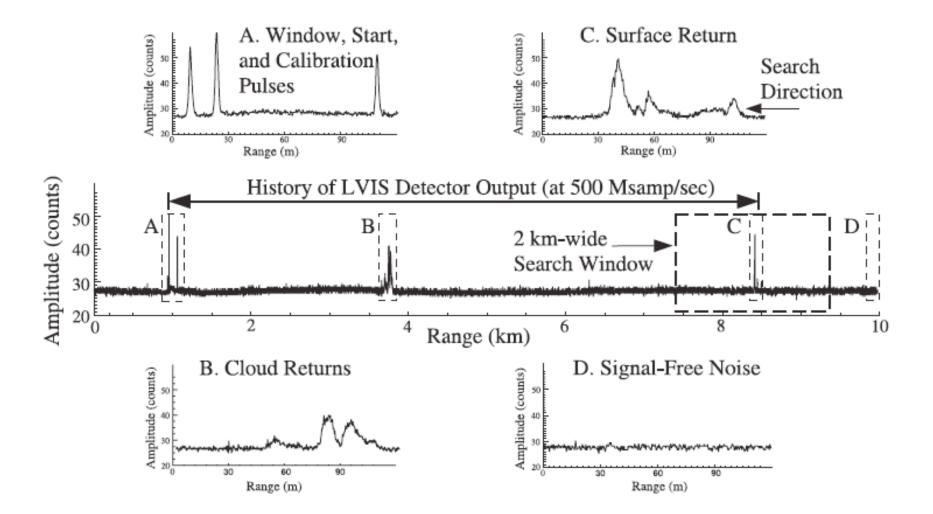
- NASA Laser Vegetation Imaging Sensor (LVIS)
- Used for prototyping spaceborne techniques and measurements
- 8-10+km flying altitude
- +-6 deg swath (i.e., 20% of flying altitude)
- Integrated GPS/INS Applanix 510
- Full waveform captures all information footprint
- Data processed using VEGAS software
- Variable Estimation and Geolocation System
- Data freely available at https://lvis.gsfc.nasa.gov
- Experiments: New England (Carbon Program), CA and MD (Biodiversity),
 Costa Rica (Carbon, Biodiversity, and Volcanoes), Arkansas (Biodiversity),
 Greenland, Gulf Coast (NOAA Gravity/Coastal Hazards)





LVIS Measurement Timeline



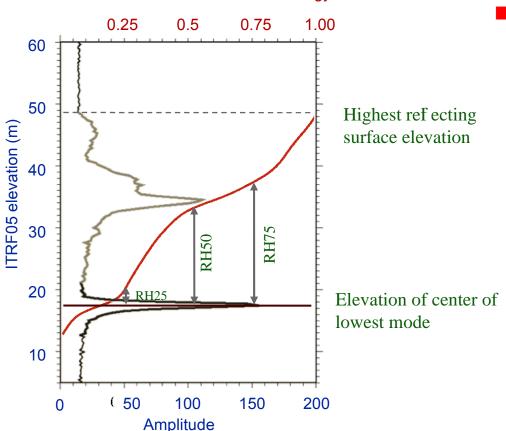




LVIS Data products







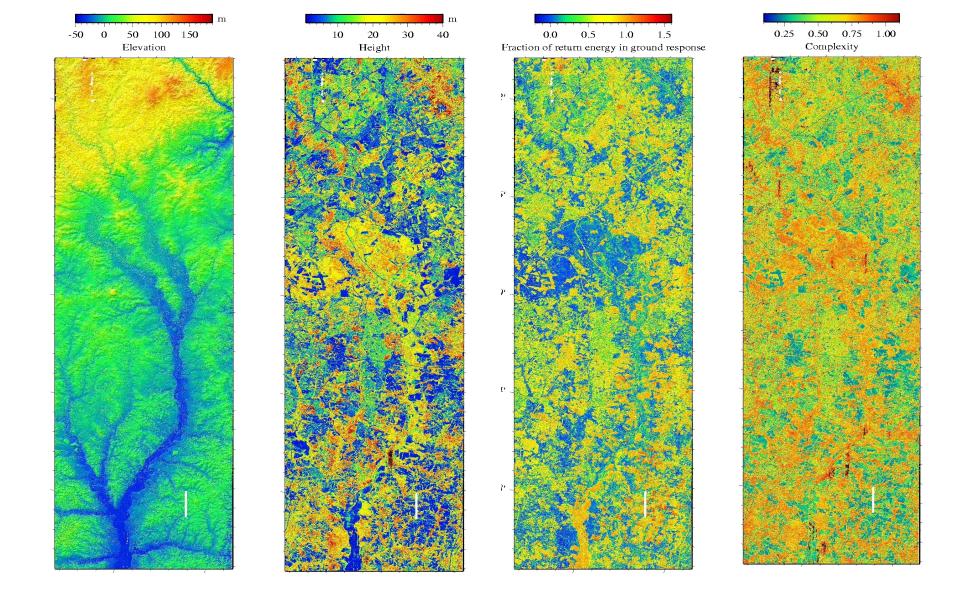
- Standard LVIS data products for each footprint are
 - Elevation of center of lowest mode in waveform (mean ground elevation)
 - Elevation of highest reflecting surface elevation
 - Vertical structure metrics (rh25, rh50, rh75) based on energy quartiles

- Data products available from https://lvis.gsfc.nasa.gov
 - Currently 100+ users



Waveforms Yield Multiple Data Products

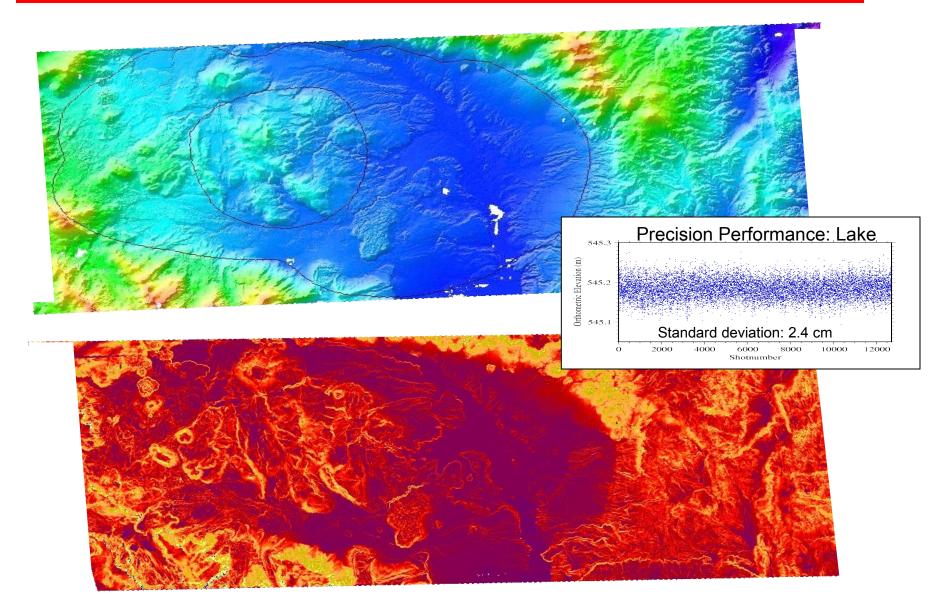






Solid Earth Applications - Topography, Roughness Long Valley Caldera, CA

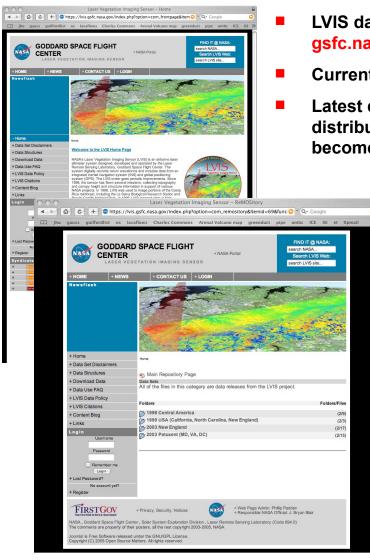






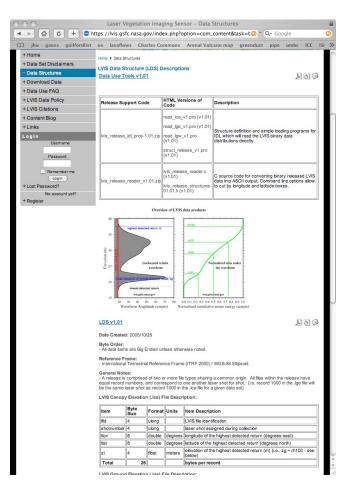
LVIS Data Download





- LVIS data products are available to download from https://lvis.gsfc.nasa.gov
- Currently >150 registered users worldwide
- Latest data products distributed online as they become available

- Web site also contains useful information on using LVIS data
- Users can ask
 LVIS-specific
 questions if they
 have problems
- Frequentlyupdated FAQ section

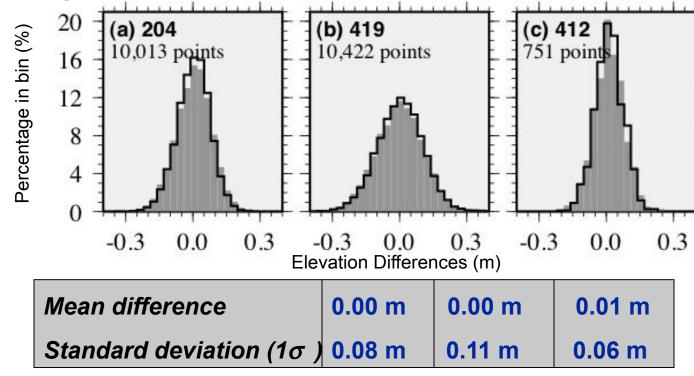




LVIS Performance in Greenland, 2007



Histograms of elevation differences at coincident LVIS footprints:



- LVIS data collected on 9/20/07 and 9/21/07 from ~27,000' in P3-B.
- Two ~850km long transects over ice sheet plus ~35 km long transect in the Summit area.
- Elevations differences between coincident footprints used to evaluate system performance.

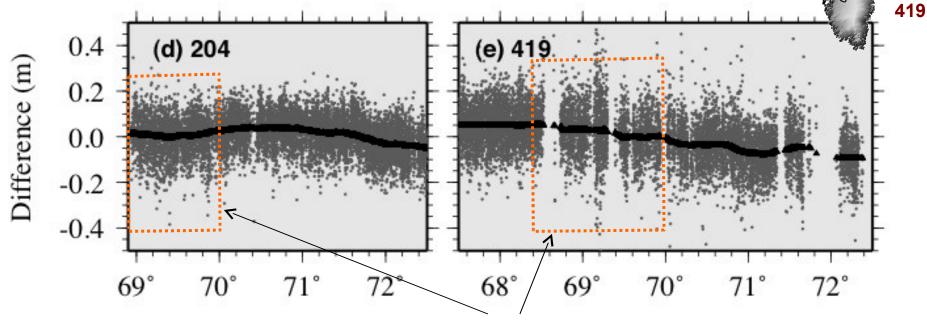
From: Hofton et al. (2008), Geophysical Research Letters, DOI:10.1029/2008GL035774



Along-track Performance of LVIS Data in Greenland



On average, elevation differences between coincident LVIS footprints had means of 0.0m, but along-transect variations of up to 5 cm occurred (likely caused by errors in the atmospheric model applied in the GPS trajectory calculations).



No obvious degradation in data precision over rough terrain (in this example, the feeder zone of Jakobshavn Glacier)



SN08 Positioning Accuracy

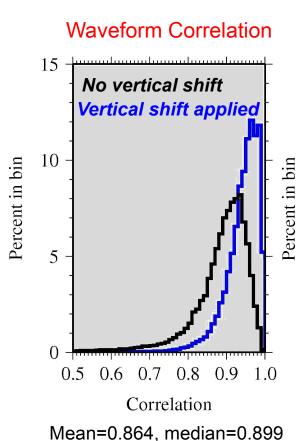


"Pseudowaveforms" generated at location of each LVIS footprint within ~10km² area in Sierra Nevada National Forest also mapped by NCALM (Sept. 2008)

Vertical Shifts applied to

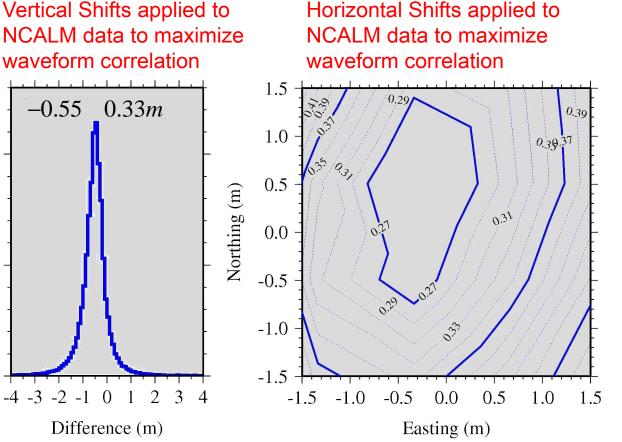
waveform correlation





Mean=0.940, median=0.952

-0.55 0.33m 10 Northing (m) -4 -3 -2 -1 Difference (m)



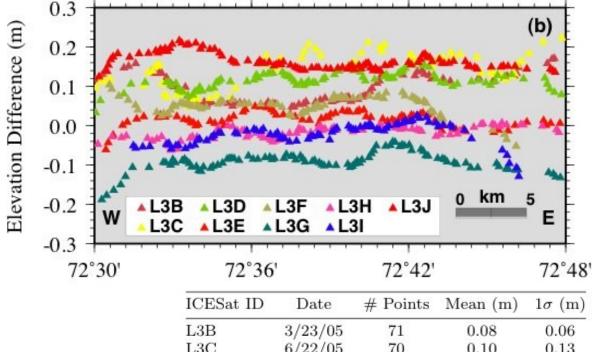
96,216 pts



Comparison of 2007 LVIS Data and ICESat Data



 Comparing coincident LVIS (20m footprint) and ICESat (nominal 60m footprint) data in the Summit area.



Although there are offsets between the ICESat L3b-h observations and LVIS, the standard deviations of the differences are <7cm (except L3C).

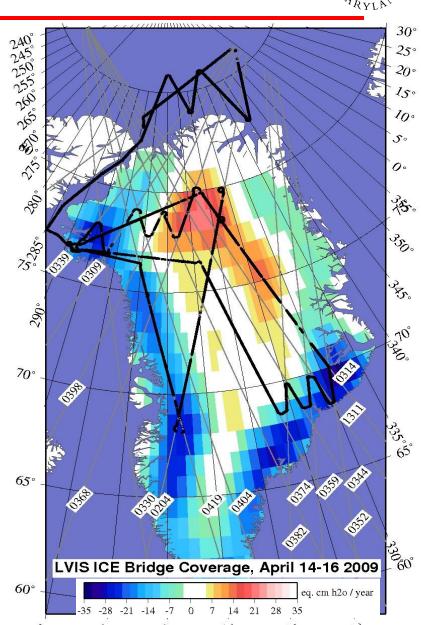
ICESat ID	Date	# Points	Mean (m)	1σ (m)
L3B	3/23/05	71	0.08	0.06
L3C	6/22/05	70	0.10	0.13
L3D	11/23/05	86	0.10	0.07
L3E	3/23/06	87	0.00	0.06
L3F	6/26/06	78	0.05	0.06
L3G	11/26/07	96	-0.09	0.05
L3H	4/13/07	93	-0.02	0.06
L3I	11/4/07	80	-0.02	0.06
L3J	3/21/08	102	0.16	0.05



ICEBridge Greenland Mapping, April 2009



- LVIS ICEBridge flights in Greenland:
 - 3 flights (1 sea-ice, 2 land-ice).
 - 25,000-27,000' altitude, 1-1.5kmwide swath, 20m footprints
 - Full transmit and receive waveform digitization (8 and 10bit)
 - ~5,900 lineal km of ICESat-I tracks imaged, including ~1200km using LVIS in 2007
 - ~3,900 lineal km of sea ice, including 600km of a recentlysampled ICESat track





Status of Data



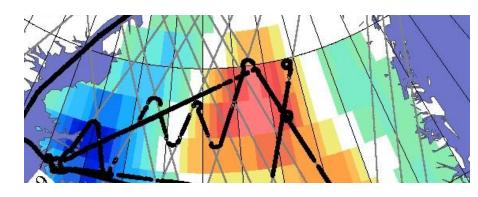
- Status of data
 - Quicklook processing completed
 - Issues identified for next release include improved trajectory precision and instrument parameter calibration, full implementation of 10-bit waveform data, integration of Ames IMU data with LVIS data
- Data will be released via Ivis web site (https://lvis.gsfc.nasa.gov)
- In addition to NSIDC/ICEbridge data release activities (Rick Weaver), proposal was recently submitted to NASA ACCESS Program with UNAVCO and NSIDC (PI: Chuck Meertens) to facilitate access of waveform lidar data to public (incl. ICESat data)

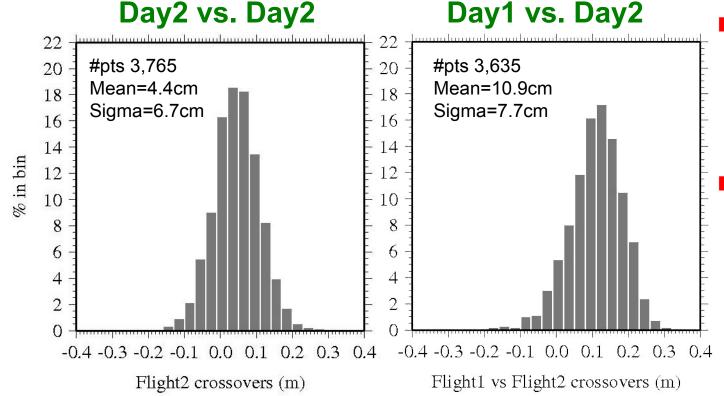


Preliminary LVIS '09 Results: Precision



- Data Precision (LVIS vs. itself)
- Comparing coincident data from short (~250km) flight segments in northern Greenland (1m search radius)





- Results
 encouraging
 -measurement
 sigma <8cm
- Mean offset is trajectory related
 - v2 of trajectories being calculated

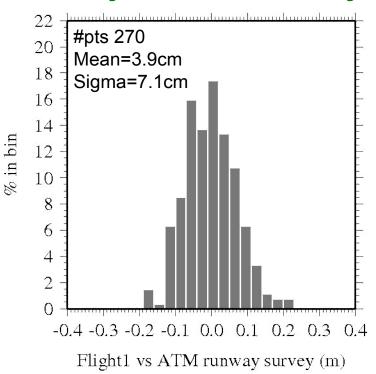


Preliminary LVIS '09 Results: Accuracy

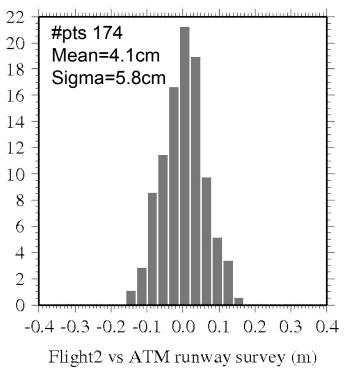


- Using Thule GPS runway survey (courtesy E. Frederick/ATM)
- Closest GPS point to center of LVIS footprint extracted and elevations compared (1m srad)

Day1 vs. GPS survey



Day2 vs. GPS survey

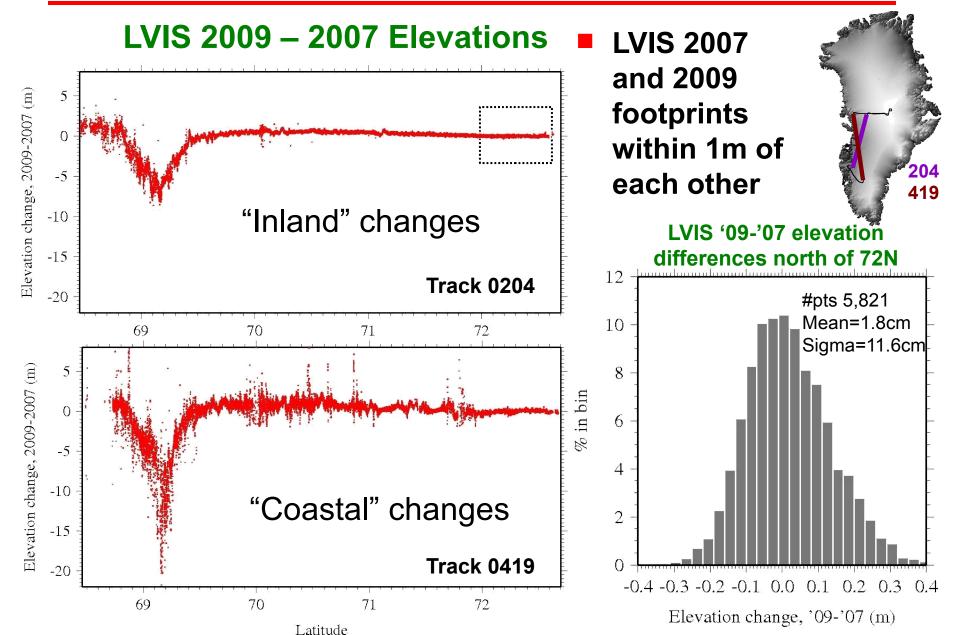


- Preliminary results encouraging sigma is <~7cm</p>
 - Mean difference being fed back into parameter estimation process



Preliminary LVIS '09 Results: vs. 2007 data

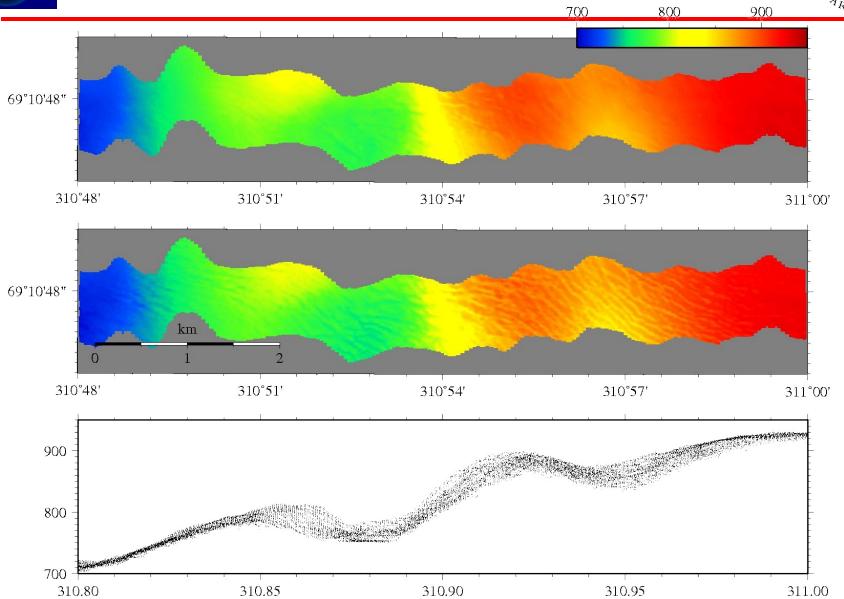


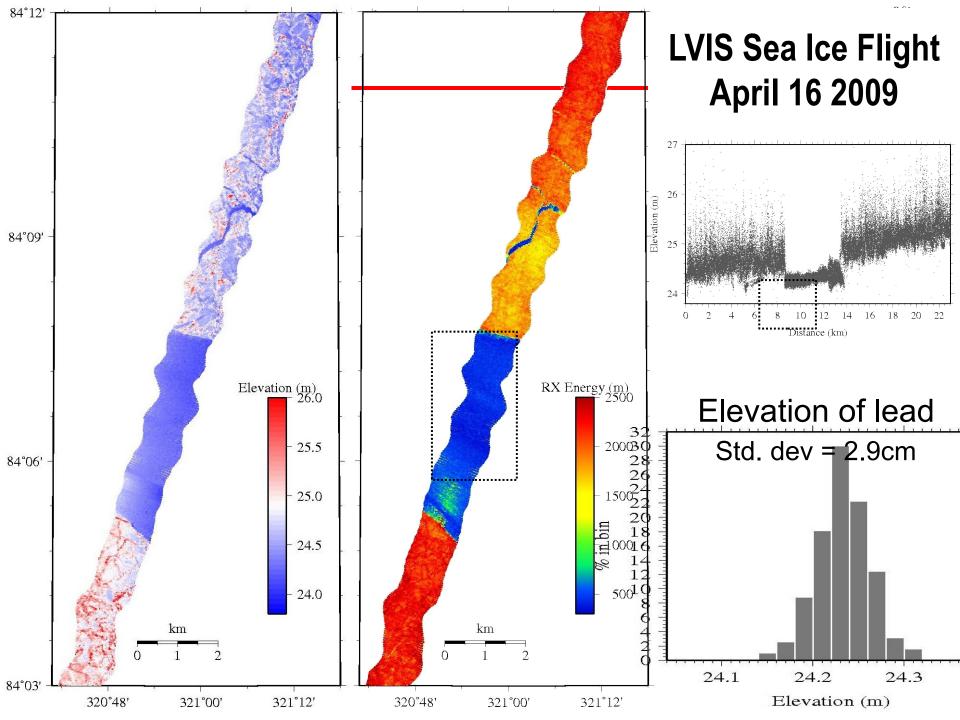




Bottom and Top heights over Jakobshavn









LVIS Operation For Antarctica



- Current flight plans: 2 high altitude flights plus sea ice high altitude transects on sea ice flights
 - LVIS crew (3 people) in Chile for first 2.5 weeks of deployment
- Flight parameters: 440 knots, 35,000'+ over continent
- No known issues with operating with other instruments
- Applanix 610 provides a factor of 2 better performance than our 510. 610 gyro should be mounted on LVIS optical bench. This is critical for achieving the required accuracy from high altitude.
- Ground GPS in Chile/Antarctica
- Instrument will have a 2.5 km wide swath



LVIS Instrument Status



- Resolved scanner issue experienced in Greenland
 - Grounding problem due to a poor/intermittent ground/shield connection in one of the scanner cables
 - New scanners in hand
- Laser controller replaced. Spare laser in fab.
- Upgrading digitization rate to 1 Gsamp/sec for improved range precision.
- Will be using two detector channels with a 90/10 split of energy and 10-bit digitizers to accommodate large dynamic range variations.
- Upgrading receiver scanner mirror and laser rep-rate to increase scan speed to keep up with DC-8 ground speed.



LVIS: High-altitude Laser Altimetry on Pther Global, Howk



Objectives:

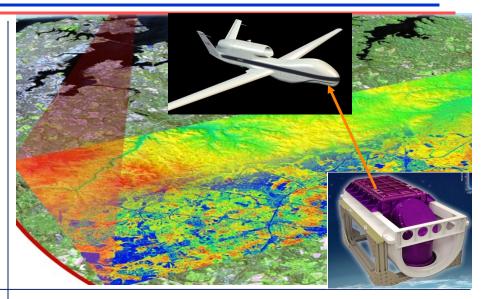
- Integrate LVIS capability onto the Global Hawk (GH)
- Update the LVIS design (provides advantages for lower altitude LVIS facility instruments).
- Automate LVIS operations for GH (hands-off, turnkey operations).
- Operational capability and data storage for 30+ hours of GH operations.
- Reliability improvements improved electrical system design, packaging, thermal control, component testing, ruggedization, housekeeping data collection, performance and health monitoring.

Approach:

- Repackage LVIS design to fit into existing Cloud Precipitation Lidar (CPL) enclosure on GH
- Optimize receiver for altitude and space constraints
- Updated digitization system
- Automate control and data collection system
- Additional detector to avoid saturation issues
- · Bench-top functional checkout
- Perform mechanical and electrical integration and testing at DFRC in the Global Hawk

Co-Is/Partners

Dryden (DFRC), Northrop Grumman, Sigma Space, Welch Mechanical Design, SSAI



Key Milestones:

- Instrument design
- Performance review
- Electrical integration on GH
- Mechanical integration on GH

- October 09 January 10 April 10 August 10

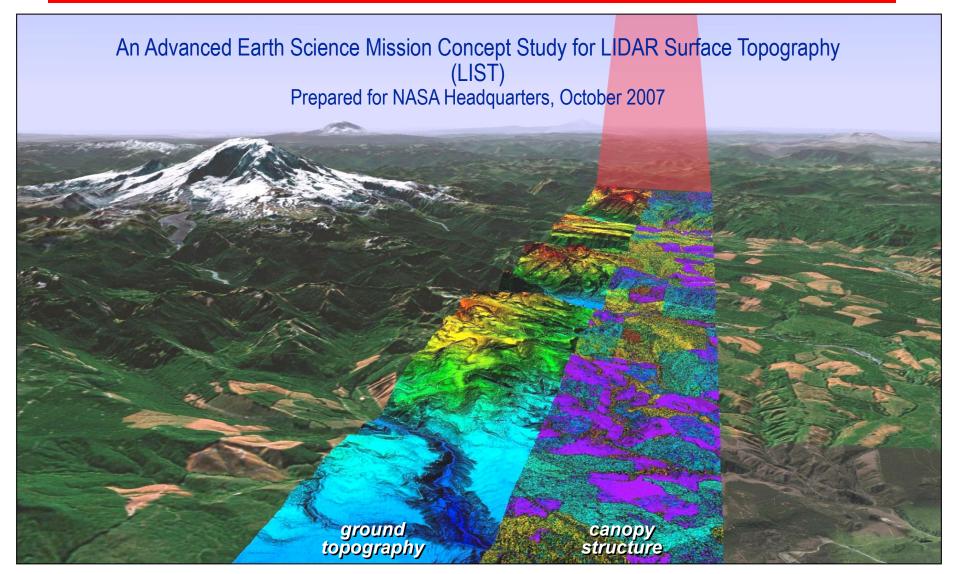
 $TRL_{in} = 5$, $TRL_{out} = 6$





LIST Mission





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